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JANUARY 24, 1917.

EACH NUMBER COMPLETE IN ITSELF.

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New Series.—PART 33

THE ILLUSTRATED WAR NEWS



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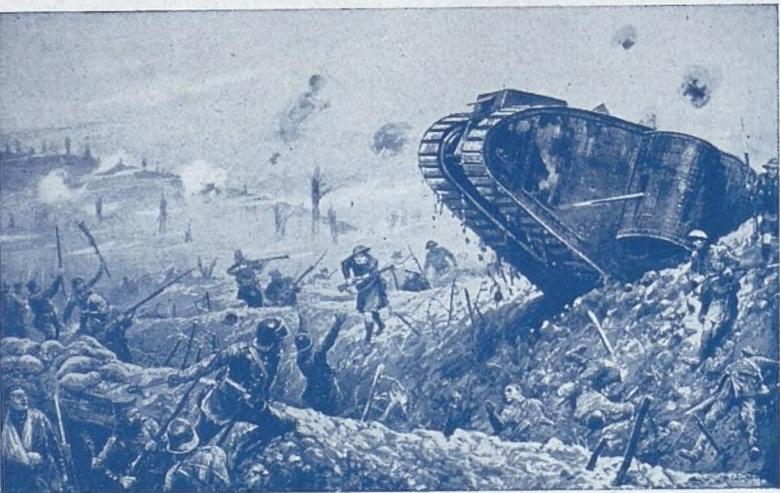
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THE NAVAL DIVISION MAKING THEIR ATTACK IN THE BATTLE OF BEAUMONT HAMEL.

AN UNDERGROUND GERMAN STRONGHOLD CAPTURED.

THE STORMING OF THE "Y RAVINE" NEAR BEAUMONT HAMEL.

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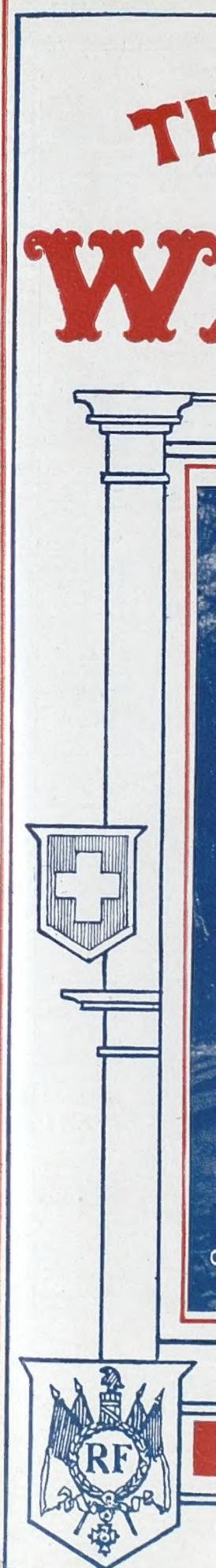


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rance.



BEARERS ON THE SOMME.

avy-foliaged trees, and are excavated
and giant trunks at various levels, being
narrow steps. In the lower illustration
battlefield on the Somme front, and see a
party as equipped for starting out to
(1) by Photopress; (2) British Official.]

STRATED LONDON NEWS AND SKETCH, LTD.
e, W.C.—WEDNESDAY, JAN. 17, 1917.

The Illustrated War News



"A GOOD 'UN—HEART AND HAND': A TYPICAL BRITISH SOLDIER HOME ON LEAVE.

Photograph by Illustrations Bureau.

THE GREAT WAR.

By W. DOUGLAS NEWTON.

THE final obituary notices of Germany's first public attempt at peace have been published during this week, and those obituary notices, in their several ways, have been curiously characteristic. As the Allied attitude throughout has been determined, judicial, and specific, and the German attitude has been vague, sentimental, and rhetorical, so the two panegyrics of the dead negotiations have suited the closure of the matter. The German Emperor signals his failure in a cloud of misty words, and turns back to the war he no longer wants "burning with wrath and holy indignation." The Allies, speaking with Mr. Balfour, go on as they had meant to go on, determined to remove those forces which "make war certain and make it brutal." One attitude means fury, the other firmness. There is to be found no better indication as to which side the powers of determination incline than in those two pronouncements. That the Germans have reason for a fury that is akin to fear at the failure of their attempt, I

have already tried to show in these pages, yet with the very echo of the Kaiser's words there comes further evidence of Germany's anxiety for peace. This evidence lies not so much in the conditions of armies and arms, but in the condition of the people. Following almost immediately upon the German Emperor's rage and the promise of more bitter war, the Finance Minister of the Prussian Diet, in introducing a Budget which "balanced in appearance only," was forced by circumstance to speak of the heavy burden and the suffering by lack of food put upon the Germans by our blockade. He was forced also to tell of the heavy months of sacrifice which were coming to the Central Powers. It is true the statement is but part of a speech breathing enmity against the Allies while endeavouring to prove that, even with the weapon of the blockade in our

hands, we cannot beat unconquerable Germany; but an admission from Prussia is a grave enough thing. It is a proof, among many proofs, of the steady degeneration of morale. Compare such an utterance with Prussian utterances of two years, or even a year, ago, and it is easy to see how much nearer that weakness which means the desire for peace our enemies have come.

As I have before said, this internal weakness is not so much our business as the weakness caused by battles. The internal condition will react on armies, but it will be in the breaking of armies that we will gain our aims. Of the fruition of

that ideal we have yet no very great signs, though we have a number of fairly definite indications. Among these can be ranked the results of our raiding and our fighting in the West. These episodes, of course, make not very conspicuous victories; but the dash, the spirit, and success which mark our actions, and the lack of drive and the sense of failure about the German counter-raids, or even coups, seem

to suggest that really we have the mastery of this arena; and that against an enemy not broken yet, but no longer as nimble and alert as he was, we can slip in and strike and gain our points, while his more laboured efforts are easily checked. There are quite a number of brisk little encounters to show the excellence and confidence of our men on the Western lines. The major of these was a very good raid at Loos, early in the week, followed by others of brilliance in the Lens area. Again, there was a striking and rather larger attack north of the Ancre in which our men, in great fashion, went over the winter ground and carried 600 yards of German works north of Beau-court. This was not merely a raid, but a practical attempt to improve our position in this area. And the object was attained, for the scope of our observation—a matter vital enough when larger



AN OBJECT-LESSON ON THE ROYAL DEMESNE FOR FARMERS AND LAND-OWNERS: IN RICHMOND PARK—TURNING UP VIRGIN SOIL WITH A THREE-FURROW MOTOR-PLough TO GROW FOOD FOR THE NATION.

Photograph by Topical.

attacks are planned increased. The German counters—they have entered into our own and the condition of the ground opportunities for fighting: been of any great value.

It is possible that venture in the West



UTILISING THE NATURAL A CART-LOAD OF DATE-BEDS, MATTING

where. The East, not the Riga front, but in Germany has uses for it. Western raids. In to be a certain amount. This has been directed partly at those points where the Russians seek themselves to attain (and did fully attain) certain objectives in the country of the Aa, and partly at the Smorgon line of the theatre. The fighting from the German side has been heavy, but as yet details of enemy successes are not disclosed—and probably will not be, for the Russian affirm they were fully able to cope with the Germanic assault.

In Roumania too, the Germans, though they speak of the treasonable enmity of the weather, are probably now feeling deployed Russian reinforcements of Mackensen's advance time under note—and points it seems to ambiguous enemy reported suggested that south of German armies had force

Jan. 24, 1917

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attacks are planned—has been considerably increased. The Germans have attempted some counters—they have even initiated certain dashes into our own and the French lines, the frozen condition of the ground probably giving opportunities for fighting: none of these attempts have been of any great value.

It is possible that the Germans are slow to venture in the West because of happenings else-

the Sereth, and had—by implication—cleared these reaches of the river of defenders. This report proved made for Berlin, for quite quickly the enemy had to state that Russian and Roumanian troops were attacking heavily, and testing the German front. Even now the thought of victory could not be relinquished, for—in the Berlin communiqués at least—the Russians were driven back. Facts of the case revealed that this driving back of the Russians yet gave the Russians the whole of the village of Vadeni, which is two miles south of the Sereth, and had been in German hands since Jan. 7. The victory is very satisfactory, for the Turks (who first captured Vadeni) fought desperately enough to keep it, so that our Allies must have been able to exert a satisfactory amount of power in order to make their win. The success may be merely local; but, on the other hand, it may just as well show that the scheme of defence laid down by the Allies is now at a stage

when it can be developed powerfully; and it may mean too that, after its habit, the German will to win has run down, and that force and men are lacking to carry the German drive forward. On the other wing of the Roumanian



UTILISING THE NATURAL RESOURCES OF EGYPT FOR THE WAR: BRINGING IN A CART-LOAD OF DATE-PALM STALKS TO BE MADE INTO CAMP AND HOSPITAL BEDS, MATTING AND BASKETS, ETC.—[Photograph by Topical.]

where. The East, not merely in Roumania or on the Riga front, but in Macedonia, suggests that Germany has uses for her reserves elsewhere than Western raids. In Russia proper there seems to be a certain amount of massed German effort. This has been directed partly at those points where the Russians set themselves to attain (and did fully attain) certain objectives in the country of the Aa, and partly at the Smorgon line of this theatre. The fighting from the German side has been heavy, but as yet details of enemy successes are not disclosed—and probably will not be, for the Russians affirm they were fully able to cope with the Germanic assault.

In Roumania too, the Germans, though they speak of the treasonable enmity of the weather, are probably now feeling the full weight of the deployed Russian reinforcements. The momentum of Mackensen's advance has lost way during the time under note—and, indeed, at one or two points it seems to be swinging back. An ambiguous enemy report earlier in the week suggested that south of Galatz the Bulgar-Turco-German armies had forced their way right up to



IN A BRITISH CAMP IN EGYPT: A COMMISSARIAT DEPARTMENT N.C.O. CHECKING THE DELIVERY OF FIREWOOD AS BROUGHT IN BY THE NATIVES.—[Photograph by Topical.]

line our Allies have also done well. Here the Germans, under von Gerok, are attempting to force their way along the Trotus Valley—to gain control of the railway running through the Gyimes Pass direct to Hungarian centres of supply; and not only have they failed to make progress, but they have been held up by a string of checks. Here, about twelve miles from the railway, and

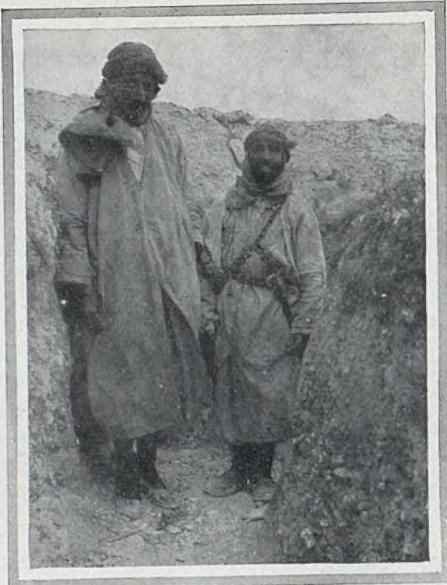
among the high ranges over the River Casin, the Roumanians have driven back the Germans on several occasions, and at some points to the extent of a mile. South-west of Pralea they were able to handle a portion of the enemy force with admirable vigour, and to break up their front with ease. The Germans complain of the bad weather amid the hills; but, whatever the state of the climate, the Roumanians appear to be doing well in it, and have registered excellent gains against their foes. Weather is said to be inhospitable in another zone of this Balkan area—that of Macedonia. At the same time, there are indications of enemy activity before the Allies on the Monastir line, and in front of the Italians in Southern Albania. The news from this direction is the usual admixture of fact and fancy. There is talk of a mystical gentleman—who is considered to be von Falkenhayn, but might be the German Attaché at Athens, von Falkenhausen—being present with the King of Greece, and of the movement of Greek troops northward, presumably as a threat to our line. At the same time, the Greeks are said to have accepted the Allied terms in their entirety, and entered upon acts of compliance. It is truly a wise man who can gauge the aims and intentions of the Greeks.

Two extra-Armageddon facts can be noted with satisfaction this week—one concerns General Smuts and East Africa, the other the movements of our forces at Kut. The news from Kut tells

of more of the small and eminently satisfactory actions undertaken by the forces there. On Jan. 11 the cavalry working along the Shatt-el-Hai continued their progress, capturing Hai town and a certain amount of munitions. Simultaneously the troops on the right bank of the Tigris made further ground east and west of Kut, and by the 13th the whole of the right bank east of the Shatt-el-Hai, with the exception of a strip of the river northeast of Kut, had been cleared of the enemy. The news concerning General Smuts relates both to himself and East Africa. The announcement that he is to attend—as the representative of South Africa—the special War Conference of Empire is not merely a satisfactory thing in an Imperial sense, but satisfactory in the sense that it proves the campaign in German East Africa to be a matter almost ended. Indeed, in his very stirring despatch, General Smuts himself shows how completely the vague remnants of resistance have been cornered into an "unimportant corner of the south and south-east of the once great colony." Here, "without a single town, railway, or seaport," the ashes of Germany's colonial empire

are expiring. How fine was the planning of the East African campaign, how true to the spirit of the race was the fighting of the men who took part in it, we can see in the despatch. The fighting of brilliant Van Deventer's fatigued, fever-wrung, and badly fed 3000 that gave us the victory at Kondo Irangi is a little epic in itself.

LONDON: JAN. 22, 1917.



FIERCE FIGHTERS OF WHOSE BAYONETS THE GERMANS HAD EXPERIENCE AT VERDUN: TYPICAL FRENCH MOROCCAN TIRAILLEURS IN A FIRE-TRENCH.—[Photograph by Photopress.]



ON THE WESTERN FRONT.—REPAIRING ARMS DAMAGED ON SERVICE: AN INSPECTION IN PROGRESS IN A CANADIAN MACHINE-GUN SHOP.—[Photograph by Underwood and Underwood.]



from

LAVING A
This photograph throws light on the way general reader on the way for action. It comes from British soldiers in the act of laying a mine on the target marks on the graduated scale.

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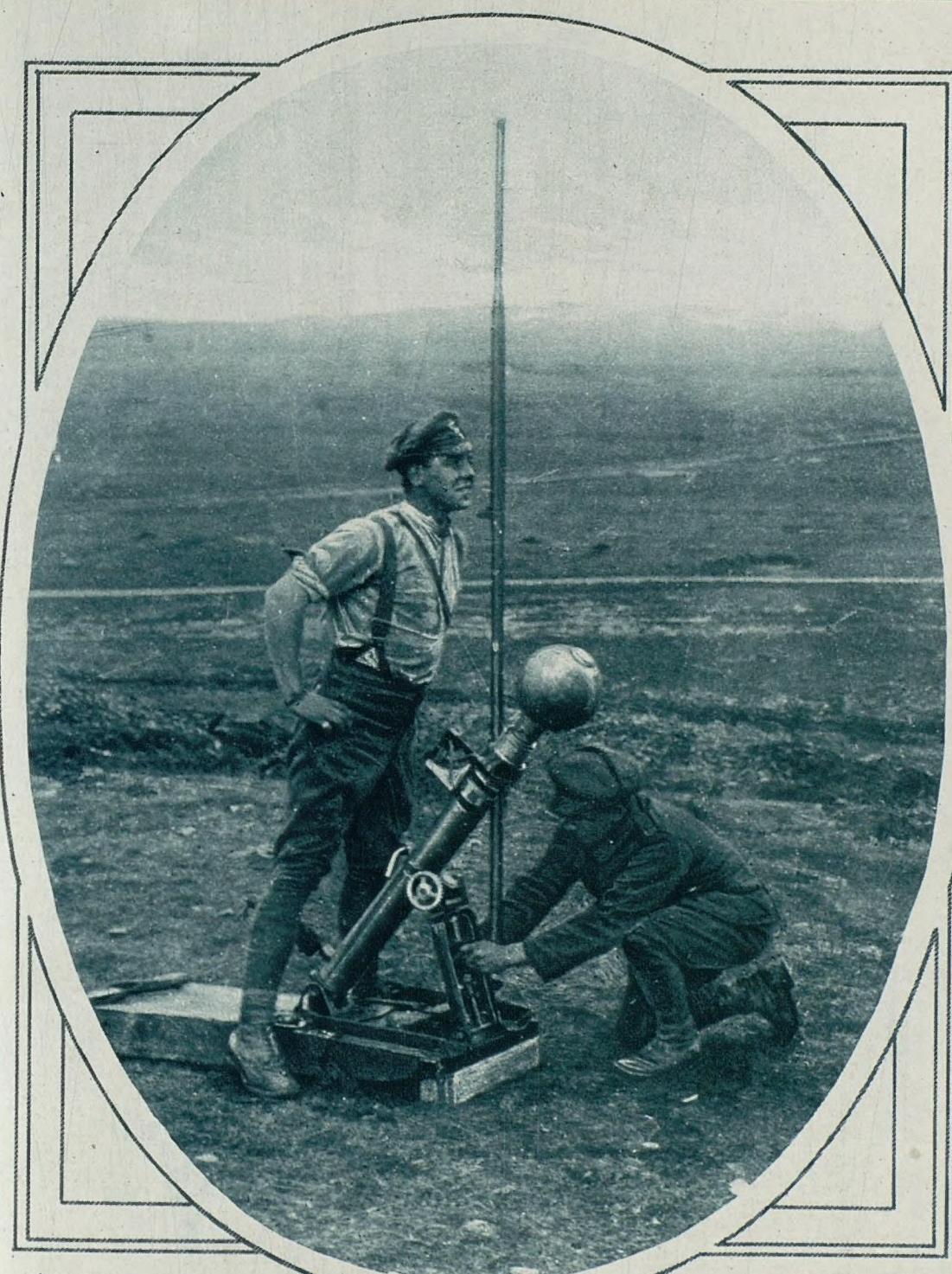


IN PROGRESS IN A CANADIAN

wood.]



from the Macedonian front—in the British Sector.



LAYING A TRENCH-BOMB GUN: CHECKING RANGE AND ADJUSTING ELEVATING GEAR.

This photograph throws, incidentally, an interesting light for the general reader on the way in which trench-bomb guns are laid for action. It comes from the Macedonian front, and shows two British soldiers in the act of getting a trench-bomb gun, or *minenwerfer*, "on" to its target. The man standing is reading off the marks on the graduated scale for elevation and range, as noted

on the vertical pole fixed in the ground beside the piece. He calls out the figures and marks points as he reads them off, and his companion, seen kneeling in front, makes the necessary adjustments of the elevating or depressing mechanism in the gun-mounting. For the moment the latter is attending to some detail of the interior gear of the elevating mechanism.—[French Official Photograph.]



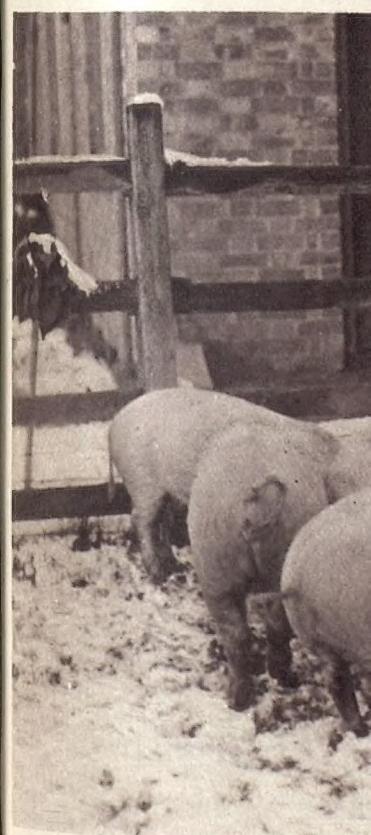
Women War-Worker Pupils on the Land: Out-of-Door farm C



CHEERFULLY DOING MEN'S JOBS, WITH SNOW ON THE GROUND: TAKING HAY TO THE CATTLE

Hard winter weather, with snow lying on the ground, is faced without flinching by our younger women workers on the land, who have offered to perform farm-work and free the usual male "hands" for service before the enemy. Of that we gain some idea from the subjects of the illustrations here. They show girl-pupils under the auspices of the Notts Education Committee, in

IN THE FIELDS—GOING ROUND WI
their serviceable, workmanlike garb, eng
doing regular field and farm labourers'
employed on such kinds of toil do it.



on the Land: Out-

of-Door Farm Occupations in January Weather.



GROUND : TAKING HAY TO THE CATTLE
by our younger women workers on the land,
before the enemy. Of that we gain some
auspices of the Notts Education Committee, in

IN THE FIELDS—GOING ROUND WITH A FARM-CART TO SPREAD MANURE—FEEDING THE PIGS.

their serviceable, workmanlike garb, engaged on out-of-door agricultural and farm-work amid typical January surroundings, cheerfully doing regular field and farm labourers' tasks ; also, if one may think so from appearances, as satisfactorily as the men customarily employed on such kinds of toil do it. The locale is in Nottinghamshire, at Colston Bassett.—[Photos. by C.N.]

Distinguished Neutrals: The Spanish Officers' Mission.



WITH THE BRITISH: THE PRINCIPAL OFFICERS:—INSPECTING BREAD AT A BAKERY IN FRANCE.

Throughout the war, Spain has displayed a conception of the duties of a neutral State which has been absolutely correct. King Alfonso himself, by his beneficent activities on behalf of the wounded of the belligerents and prisoners, has personally gained universal esteem. Meanwhile Spanish military officers are visiting the fronts, as impartial observers. Our upper illustration shows three

heads of one party. Reading from left to right they are: General Aranaz (in long overcoat), Brigadier-General Martinez Anido (with open overcoat and wearing aiguillettes on his tunic), and Divisional General Primo de Rivera (in frogged and furred coat). The lower illustration shows General Primo de Rivera at a large military bakery in France, inspecting British bread rations.—[Official Photos.]

WITH THE BRITISH
The members of the Spanish party are fully cognisant and appreciative of the operations of the war round everywhere by the British army ever since the war began.

Jan. 24, 1917

Jan. 24, 1917

THE ILLUSTRATED WAR NEWS.

[Part 33
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AT A BAKERY IN FRANCE.

ing from left to right they are: General Brigadier-General Martinez Anido (with aiguillettes on his tunic), and Divisional frogged and furred coat). The lower Primo de Rivera at a large military British bread rations.—[Official Photos.]

Distinguished Neutrals: The Spanish Officers' Mission.



WITH THE BRITISH: WATCHING A HORSE HAVE A MEDICINAL BATH;—WATCHING A BOMBARDMENT.

The members of the Spanish officers' party visiting as neutrals the operations of the war, are being freely and willingly shown round everywhere by the Allies on the Western Front, who are fully cognisant and appreciative of the strictly neutral and well-disposed attitude that the Spanish nation has evinced impartially ever since the war began. In the upper illustration, one of the

Spanish officers, General Primo de Rivera, is shown among the group of other officers looking on at a horse under medical treatment, being passed through a medicated bath. In the lower illustration, two Spanish officers, Generals Araner and Anido, are seen watching from a trench while shelling is going on.—[Official Photographs.]

THE BEGINNINGS OF WAR-MACHINES: RAILROADS—PERMANENT AND LIGHT.

THE advantages to be derived from smooth, hard wheel tracks in economising haulage power were fully recognised by the Romans, who used stone blocks for the purpose, and so initiated the principle of the modern railway. Longitudinal timbers placed end to end were used as wheel-tracks in the colliery districts as early as the year 1600, these timbers being in some cases provided with wooden curbs or flanges to keep the wheels—which were flat-tyred like those of the modern farm-cart—from leaving the track. The year 1767 saw timbers superseded by cast-iron plates (Fig. 2) in some instances. It may be remarked that the men employed to lay or attend to the upkeep of the rails are still called "plate-layers." The flanged wheel now in use was introduced before the cast-iron plates. Vehicles fitted with these were used on wooden tramways as early as 1676, when we hear of wagons carried on "four rowlets fitting the rails" of a tramway constructed from rectangular oak beams spiked to transverse sleepers (Fig. 1 a). A second layer of beams was fixed on the top of the first when the latter became worn (Fig. 1 b). A primitive switch from an old plate-way in Leicestershire is shown in Fig. 3. In that a wrought-iron tongue swivelling on a vertical pin serves to guide the wheel of the vehicle into the desired track. The plates of this tramway, which was constructed in 1799, were of cast-iron, $3\frac{1}{2}$ inches wide on the tread, and had a raised flange on the inside of each, $2\frac{1}{2}$ inches high.

The first narrow metal rail designed to carry vehicles on flanged wheels was employed by William Jessop on a railway constructed in Leicestershire in 1789, the rails being of cast-iron (Fig. 4), and provided with feet by means of which they were fixed to the sleepers. The first wrought-iron girder rail, which was of a rectangular section, appeared in 1805. It was followed by the lighter T-section fifteen years later. The double-headed rail, designed for use reversed when one surface became too much worn, was introduced in 1835. It held the field for thirty years, after which it was superseded by the present "bull-headed" section. Steel rails, which came into use about 1870, give approximately fifteen times the service of

wrought-iron rails; and are much lighter for a corresponding strength.

Railways constructed for military purposes are of two classes—light railways of a more or less temporary nature, which are rapidly laid and as rapidly removed (Figs. 10, 11, and 12); and supply railways of a permanent character, used for bringing up troops, supplies, etc., from the base, and removing wounded to base hospitals. In order to facilitate the rapid construction of a light railway, it is usual to fix each pair of rails permanently to the sleepers, so that the section can be taken up and re-laid in one piece. Tree-trunks and similar lengthy materials (Fig. 10) can be carried on a light railway if the ends of the load are supported by trolleys the platforms of which swivel on vertical centre-pins (Fig. 13). If loaded in this way, quite sharp curves can be negotiated. The whole train, indeed, can be turned on to a line at right angles to

its original track by means of a turn-table, each trolley being taken separately by the turn-table (Fig. 14).

The Blenkinsop rail (Fig. 6) is a curious instance of an attempt to overcome a difficulty which did not exist. The inventor, and many other people at that time (1813), held the opinion that a locomotive would get no grip with smooth wheels on a smooth rail. To overcome this fancied difficulty, a cogged rail was laid parallel with the smooth rails, and the engine exerted its power by means of a cog-wheel engaging with the rail.

The first purely military railway was that constructed in the Crimea, in 1855, to improve the lamentable state of communication existing between the allied forces besieging Sebastopol and their base at Balaclava. The line, seven miles long, was a single track, worked for the first two miles from Balaclava by locomotives. A fixed engine at the top of an incline continued the traction, and for the rest of the distance horses were used. Excellent service was rendered by the line, supplies weighing some 700 tons being handled daily.

In the American Civil War the railways were taken over by the Federal Government, and the ultimate victory of the Northern forces was largely due to the rapid transport afforded by them.

(Continued opposite.)

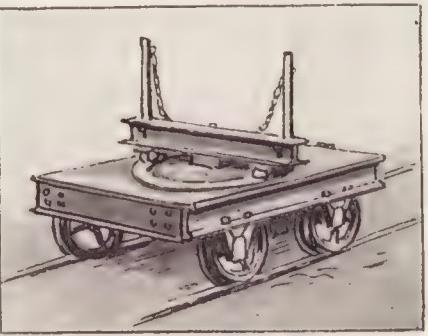


FIG. 13: A BOGIE-TRUCK FOR USE ON A MILITARY LIGHT RAILWAY.

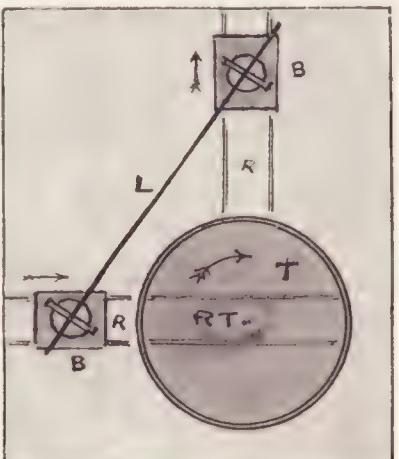
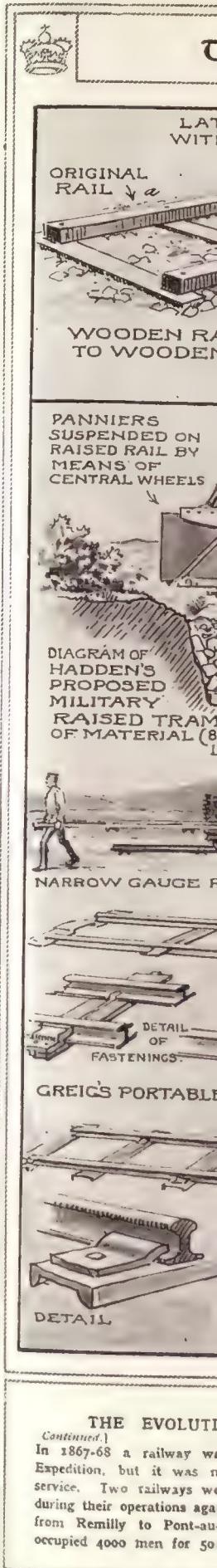


FIG. 14: PROCEDURE IN SHUNTING WITH TWO MILITARY LIGHT-RAILWAY BOGIE-TRUCKS.
T.—Turn-Table; B.B.—Bogie-Trucks (as in Fig. 13); L.—Line representing a long load (as in Fig. 10); R.R.—Rail Tracks; R.T.—Rail Roads. The arrows denote the direction of movement.



THE EVOLUTION OF THE RAILWAY
(Continued)
In 1867-68 a railway was constructed in the Crimea, but it was not a success. Two railways were built during their operations against the Russians, from Remilly to Pont-aux-Trembles, occupying 4000 men for 50 days.

PAMENT AND LIGHT.

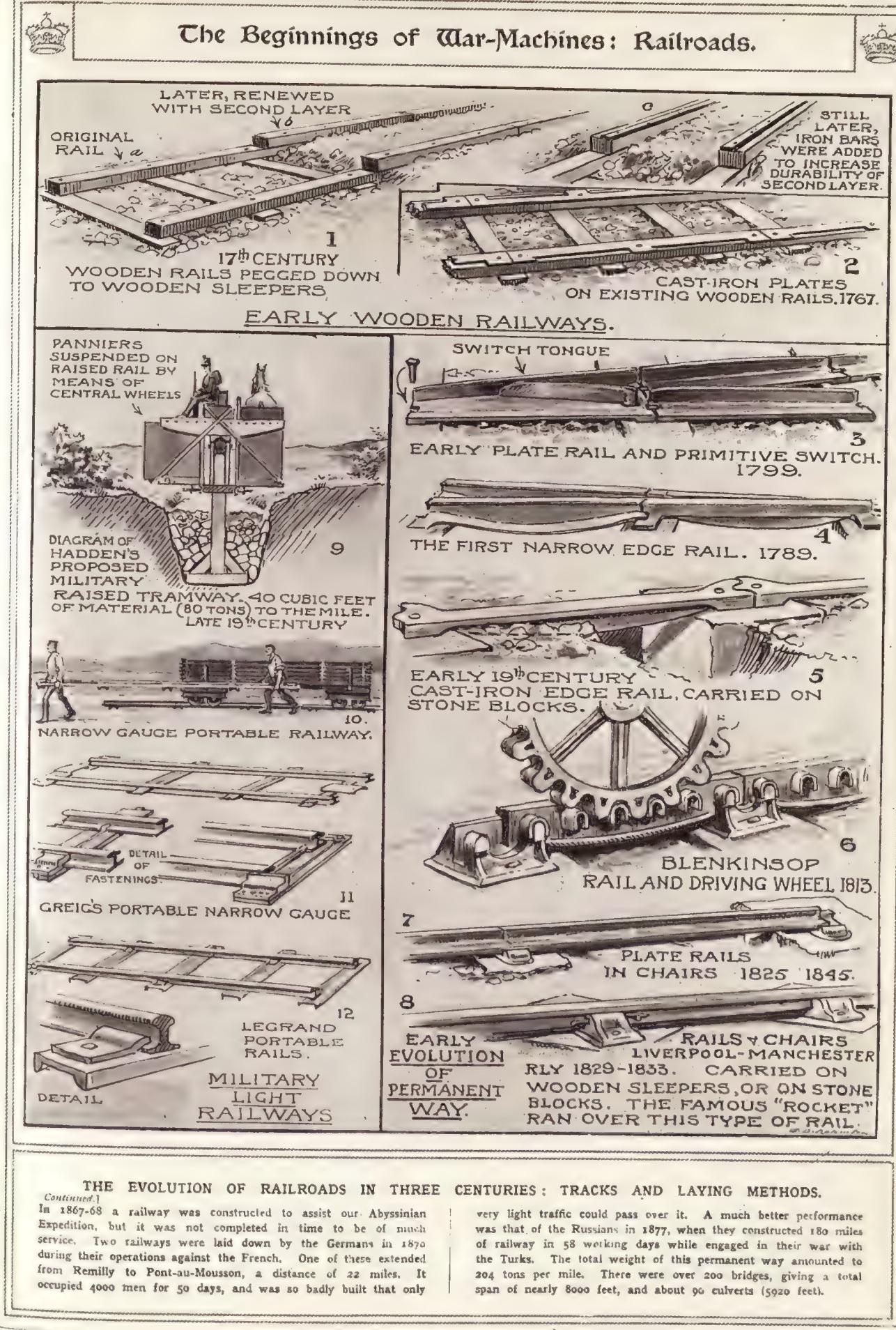
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can be taken up and re-
in one piece. Tree-trunks similar lengthy materials (10) can be carried on a railway if the ends of load are supported by bales the platforms of which rest on vertical centre-pins (13). If loaded in this way, quite sharp curves can be negotiated. The whole train, indeed, can be turned into a line at right angles to the means of a turn-table, each separately by the turn-table

(Fig. 6) is a curious attempt to overcome a difficulty. The inventor, and many people at that time (1813), the opinion that a locomotive would get no grip with its wheels on a smooth rail. To overcome this fancied difficulty, a cogged rail was placed parallel with the smooth rail, and the engine exerted its power by means of a cog-wheel running with the rail.

The first purely military railway was that constructed in the Crimea, in 1855, to improve the lamentable state of communication existing between the allied forces besieging Sebastopol and their base at Balaclava. The line, seven miles long, was a single track, worked for the first two miles by steam engines and for the remainder by horses. The engine at the top of the incline continued the traction, and for the rest of the line, horses were used. Extra service was rendered on the line, supplies weighing handled daily.

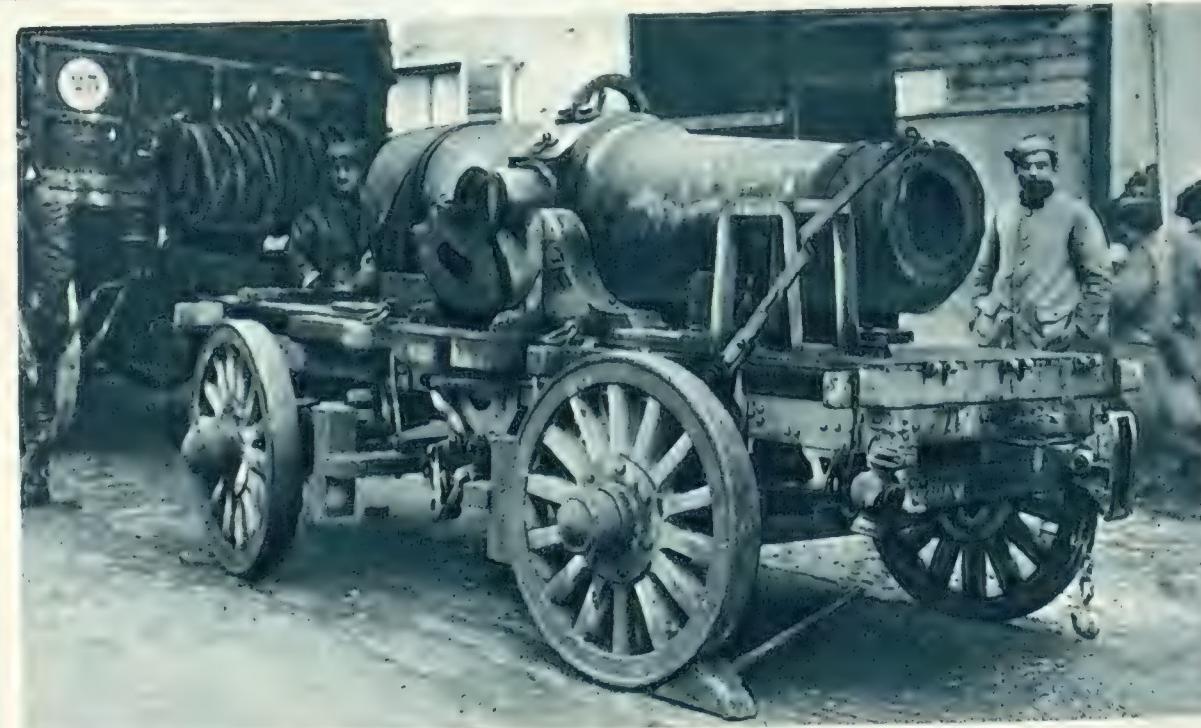
(Continued opposite.)

*Continued.*

In 1867-68 a railway was constructed to assist our Abyssinian Expedition, but it was not completed in time to be of much service. Two railways were laid down by the Germans in 1870 during their operations against the French. One of these extended from Remilly to Pont-au-Mousson, a distance of 22 miles. It occupied 4000 men for 50 days, and was so badly built that only

very light traffic could pass over it. A much better performance was that of the Russians in 1877, when they constructed 180 miles of railway in 58 working days while engaged in their war with the Turks. The total weight of this permanent way amounted to 204 tons per mile. There were over 200 bridges, giving a total span of nearly 8000 feet, and about 90 culverts (5920 feet).

 A Destroyer of German Trenches on the French front.


SHIFTING POSITIONS BY ROAD : A HOWITZER'S GEAR AND MOUNTING;—THE HOWITZER ON ITS LORRY.

Independently of the light-railway tracks which, among other uses, are employed in shifting between firing points within the Somme battle-area, the bigger French guns and howitzers, many of these weapons are moved about on the high roads, or, where they are not available, on some of the newly-made military roads. In these last-mentioned cases, the giant pieces of ordnance are taken

about by motor-traction on specially constructed lorries carrying the gun and its mounting and gear separately. In the upper illustration is seen such a conveyance with the gear and appliances and solid-steel mounting or gun-carriage (to the right) of a "270" howitzer. The lower illustration shows the howitzer on its lorry, by itself.—[French Official Photographs.]

STACKED REA
Before the war, that giant likely to be used in land v with even the most adv Krupp departmental offic howitzer constructional staf guns and howitzers had b

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French front.



HOWITZER ON ITS LORRY.
specially constructed lorries carrying
and gear separately. In the upper
in-carriage (to the right) of a "270"
section shows the howitzer on its lorry.
[Photographs.]

France's Illimitable Supply of the Biggest Shells.



STACKED READY CLOSE TO THE BATTLE-FRONT: A HEAVY-GUN FIELD-SUPPLY DEPOT.

Before the war, that giant projectiles such as are seen here were likely to be used in land warfare was beyond "practical politics" with even the most advanced ordnance-experts. Only certain Krupp departmental officials and the Austrian Skoda Works' howitzer constructional staff, whose secret preparations with huge guns and howitzers had been in progress since 1911, as is now

known, had made calculations for the employment of such enormous projectiles. Since the war began, however, the Allies have more than caught up the enemy in this respect, and their munition-workers have turned out still bigger guns and shells than those of the enemy. Of these France now produces an almost illimitable supply.—[Photo, by Topical.]

ROMANCES OF THE REGIMENTS: XXXIII.—THE ROYAL SCOTS FUSILIERS.

AN INVOLUNTARY POET.

WHEN the 21st was at Messina in 1808, a rather grim spell of duty was enlivened by at least one comic episode, in which the martinet commander of the regiment, Colonel Adam, was the leading actor. The Colonel was rather a terror, for he used to visit the guard posts at the most unexpected moments. He had several regiments, as garrison of Messina, under his immediate command, and one day it fell to one of these—the name of which is doubtful—to supply the main guard. It had not been mounted for many hours when up came Colonel Adam. Not a single commissioned officer was about, and although the senior sergeant had sent a drummer in hot haste to look for them, the Colonel was too quick; and had to inspect the guard with only the sergeant in command.

At this he was very much annoyed; but, as he believed the sergeant's plea that the Captain was visiting the sentries, the chief passed on, leaving a severe admonition and warning to the officers never to be absent again.

The sergeant—an old hand—took the message, and thereupon said to the rank and file—

"Now, men, I advise you to look out. He'll be in upon us again, sooner or later, and woe be to us if he doesn't find everything in the nicest order."

Never were matters arranged more punctiliously than they were during the rest of that day, and at nightfall no slackening was permitted. The officers retired to their own apartment, which was screened off from the rest of the guard-room by a glass partition; but the sergeant, knowing what they had to expect, bade his men not lie down until Grand Rounds should have passed. They therefore kept on

the move in front of the guard-house until after eleven o'clock.

About a quarter-past eleven, the flare of a lantern announced the approach of the Grand Rounds. The usual challenges and replies passed. "Who goes there?" "Rounds." "What Rounds?" "Grand Rounds." "Guard, turn out!"

Then ensued a hitch. The next part of the ritual is "Advance, Grand Rounds, and give the countersign." But not an officer had showed himself when the guard turned out.

The sergeant, exceedingly put about at being thus caught as before with no officer in attendance, rushed to the glass door and knocked furiously without result.

Then from without came the voice of Colonel Adam: "Hulloa there—why don't you form your line, Sir? Why don't you desire me to advance?"

Reluctantly the sergeant went outside and directed the

Grand Rounds to advance. On this, Colonel Adam fell upon him: "What's the meaning of this delay?"

The sergeant explained that he was calling his officers. He had called twice, but there was no reply. It annoyed him exceedingly to have to say the same thing for the second time in twenty-four hours.

"Very well, Sir," said Adam. "Do your duty and dress your guard—your line is a very bad one."

"Drummer Short and Sergeant Slack," said the sergeant, "dress back; Long and Jup, dress up."

The line straightened out accordingly, and the sergeant hoped against hope for a happy issue; but Adam staggered him with a roar:

[Continued on page 10.]



IN A BRITISH FIRST-LINE TRENCH ON THE WESTERN FRONT: MEN CLEANING A LEWIS GUN, WITH (JUST BESIDE THEM) THE TRENCH GAS-ALARM Hooter.—[Official Photograph.]



H Ble



HONOUR FOR GENERALS

These photographs illustrate an incident in the blessing of the colours of the (formerly Colonel) Christodoulos, who led the Greeks in the battle of Sereia against the Bulgarians, and when a Greek Army Corps at Kavala received the colours.

SCOTS FUSILIERS.

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[Continued on page 16]

A Blessing of the Colour Ceremony at Salonika.



HONOUR FOR GENERAL CHRISTODOULOS'S DIVISION: BLESSING THE FLAG; AND PRESENTING IT.

These photographs illustrate an interesting ceremony at Salonika—the blessing of the colours of the division commanded by General (formerly Colonel) Christodoulos, who last autumn gallantly defended Seres against the Bulgarians, and later headed a Nationalist force when a Greek Army Corps at Kavala went over to the Germans. The upper illustration shows the scene of the actual blessing, with

a dignitary of the Greek Church ready to perform the ceremony. The lower photograph shows the presentation of the flag to the troops after it had been blessed. In this connection it may be noted that a Te Deum was sung at the Greek Church, Paris, in honour of M. Venizelos, and M. Diomedes, Special Envoy of the Greek Provisional Government at Salonika, was present.—[French Official Photos.]

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"What the devil——! Do you mean to insult me? Consider yourself under arrest, and go and call your officers."

Greatly mystified, for he could not for the life of him guess how his conduct had been wanting in proper respect, the much-tried sergeant re-entered the guard-house and attempted once

was in order; but do you think that I will allow you or any other man to make songs upon me?"

"Songs, Sir!" said the accused. "I never thought of such a thing!"

"No?" cried Colonel Adam. "Didn't you say, when I desired you to dress your line—

Short and Slack,
Dress back—
Long and Jup,
Dress up!"

As Adam drawled out the rhyme in the queerest tone imaginable, the other Colonel almost fell off his chair, and the prisoner, too, could not restrain his laughter.

"Now," continued Adam, "will you say you didn't mean to insult me?"

"To be sure I will, Sir. Short and Slack, Long and Jup, all belong to my company; and I refer you to the Colonel to say whether it is not so."

The sergeant's own Colonel, almost apoplectic with mirth, gave the required assurance, and went off into further fits. Colonel Adam joined in the general chorus of hilarity, and then, bidding the ex-prisoner return to his duty, gave him two dollars and the best glass of Hollands he had tasted since he left England. Thereafter Adam was the sergeant's steady friend.



KEEPING THE BATTERIES IN THE FIRING-LINE SUPPLIED FROM HOUR TO HOUR: FRENCH ARTILLERY TUMBRILS BRINGING UP FRESH SUPPLIES OF AMMUNITION ALONG A BATTLEFIELD ROAD.—[Photograph by C.N.]

more to summon his officers. But no response came to his knocks and kicks. At last he burst the door open, and found the Captain and the two subalterns stretched on their sofas insensible. All three were black in the face. A burning pan of charcoal which stood between them was sufficient explanation.

The officers were dragged into the open air, and very soon recovered; but it was a near thing. A few minutes more, and they would have been beyond human aid. The sergeant passed the remainder of the night under arrest.

Next morning his own Colonel sent for him. In the room he found Colonel Adam. The sergeant's own Colonel now asked for an explanation of his conduct, and seemed surprised that so good a soldier should have somehow got into a scrape.

The accused could throw no light at all on the matter. He had tried to do his duty, he pleaded; how he had offended Colonel Adam he had no notion. "Did the Colonel," he asked, "find anything irregular about the guard?"

"I have nothing to lay to your charge in that respect," said Colonel Adam. "All



WAR-ECONOMY ON THE BATTLEFIELD: LOADING A WAGON WITH USED FRENCH "75" SHELL CARTRIDGE-CASES AT A "DUMP," FOR REFILLING AT ARSENALS IN REAR.—[Photograph by C.N.]

Years later, in Chelsea Hospital, the sergeant used to tell the story, and add, "Now, that's what I got for standing up to one of your smart officers!"



LESSENING DANGER

The ladies of Leicester, recognising which must inevitably attend the safety of property and pedestrians, very practical and valuable help fellow-townspeople, by voluntarily washing kerb-stones, projecting co-

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G A WAGON WITH USED FRENCH
FOR REFILLING AT ARSENALS
by C.N.]

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Practical Protection in Darkened Streets.



LESSENING DANGER IN LEICESTER: LOCAL LADIES HELP BY WHITEWASHING KERBS AND STEPS.

The ladies of Leicester, recognising the real personal dangers which must inevitably attend the darkening of the streets for the safety of property and pedestrians in war-conditions, are lending very practical and valuable help to the local authorities, and their fellow-townspeople, by voluntarily undertaking the work of whitewashing kerb-stones, projecting corners, doorsteps, and other danger-

spots and obstacles in the public thoroughfares. These very useful workers are members of the Leicester Women's Volunteer Reserve, and our first photograph shows some of them en route to their work, while in our second picture they are seen carefully whitewashing a projecting step which would otherwise be a source of danger.—[Photos. by Topical.]

Macedonian Refugees at Salonika.



WHERE REFUGEES FROM THE BALKANS ARE HOUSED: A CHURCH AND COURTYARD AT SALONIKA.

As in Belgium, Serbia, Montenegro, and Poland, so in Macedonia, numbers of peasant folk have been driven from their villages by the oncoming tide of war. The Bulgarian invasion caused many of these homeless people to trek southward in order to find safety and temporary shelter within the Allied lines. At Salonika accommodation for some of them has been found in a church in

the district of Agia Paraskevi, the interior of which is shown in the upper photograph reproduced on this page. The floor behind the lectern in the foreground is seen strewn with bundles, while clothes may be noted hanging from the further wall. The lower photograph shows a picturesque group of refugee women in a courtyard at Salonika.—[French Official Photographs.]

QUARTERED IN

As mentioned on the previous page, the refugees from Macedonia have made their way to Salonika, where they have been quartered in various buildings. The photograph on the right shows a group of refugee women sitting on the floor of a room, with their belongings piled up around them.

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AND COURTYARD AT SALONIKA.
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reproduced on this page. The floor behind
oreground is seen strewn with bundles, while
d hanging from the further wall. The lower
picturesque group of refugee women in a
a.—[French Official Photographs.]

A Salonika Church as a Home for Refugees.



QUARTERED IN THE NAVE AND A WOODEN GALLERY: REFUGEES IN A CHURCH AT SALONIKA.

As mentioned on the opposite page, some of the refugees who made their way to Salonika from the invaded districts of Macedonia have been quartered in a church at Agia Pareskevi. Some have placed their household goods, including boxes and bedding, on the floor of the nave at the foot of a row of handsome pillars, as shown in the upper photograph. In the aisle behind the pillars,

it will be noted, a wooden gallery has been constructed, and here other refugees have taken up their abode. The lower photograph, which was taken in the gallery, shows a family party at their meal. Behind them, above the railing of the gallery, may be observed the ornately carved capitals of the pillars which are seen in the upper illustration.—[French Official Photographs.]



One of the German U-Boat Methods: A Gratuitous Outr



AFTER THE TORPEDOING BY A GERMAN SUBMARINE OF THE FRENCH PASSENGER-SHIP

The above illustration shows one of the callously brutal outrages in which some of the German submarine commanders now and again seem to take a fiendish delight, apparently by way of gloating over the sufferings of their innocent victims. The scene shown is an incident which took place a short while ago in the open sea, one night immediately after the torpedoing of

"KARNAK": USING THE SEARCH

a French passenger-vessel, the "Karnak", under the water, the enemy U-boat, for a few minutes while watching the

Boat Methods: A Gratuitous Outrage on Women and Children.



LINE OF THE FRENCH PASSENGER-SHIP "KARNAK": USING THE SEARCHLIGHT TO GLOAT OVER THE SURVIVORS' SUFFERINGS.

The German submarine commanders now
of their innocent victims. The scene
immediately after the torpedoing of
a French passenger-vessel, the "Karnak." As the survivors told, on at length being rescued, just as their ship had disappeared
under the water, the enemy U-boat, before submerging, turned her searchlight on the "Karnak's" boats and kept it on them
for a few minutes while watching the boats, which were packed with women and children—[Drawn by A. Maignon.]

French Care for the Religious Needs of Moslems.



A MOSQUE FOR MOSLEM TROOPS AND MUNITIONERS IN NORTHERN FRANCE: A MUFTI'S ADDRESS.

Unlike the Germans, whose schemes for the suppression of Islam in Africa were revealed by the discovery of certain official documents in a captured town, the French and British authorities show the utmost consideration for the religious beliefs of the Moslems under their rule or protection. A case in point is illustrated by our two photographs, taken at the inauguration of a new mosque

at a powder-factory in the North of France, for the benefit of munition-workers employed there and of French African troops quartered in the vicinity. The upper photograph shows the Tunisian employees at the factory listening to an address by the Mufti El Mokrain; and in the lower one he is seen speaking to men of the Senegalese Fusiliers.—[French Official Photographs.]

NATURE PROVIDES A TE

It would be hard—almost impossible, whatever its kind, whether natural or turned to useful account in war, and for purpose, either as a makeshift or given in the above illustration of a v use that is made of trees within a ba

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On the Monastir front: Linking the Columns.



FRANCE: A MUFTI'S ADDRESS.

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The upper photograph shows the Tunisian
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ever one he is seen speaking to men of the
French Official Photographs.)

NATURE PROVIDES A TELEGRAPH-POST: A SERBIAN TELEGRAPH-LINESMAN USING A TALL TREE.

It would be hard—almost impossible, perhaps—to name anything, whatever its kind, whether natural or artificial, which cannot be turned to useful account in war, and made to serve some practical purpose, either as a makeshift or permanently. An example is given in the above illustration of a very common, rough-and-ready use that is made of trees within a battle-area, or on the field lines

of communication, especially in out-of-the-way districts in a country where the people are in a more or less primitive state of civilisation. The illustration shows a Serbian Army telegraph-linesman on the Monastir front fixing up, or adjusting, telegraph-wire insulators on a tall poplar, for the running of a telegraph line as the troops move forward.—[French Official Photograph.]



The Mobility of French Heavy Artillery: A Big

Gun Whirled to



BOWLING ALONG BEHIND A POWERFUL TRACTOR AMID A CLOUD OF DUST: ONE

Big guns and motor-traction both play an immensely important part in the war, so much so that it is sometimes spoken of as a war of artillery, sometimes as a war of petrol. Motor-power is, of course, used to an enormous extent, not only for the moving of guns, but for many other purposes, including chiefly transport, ambulances, officers' cars, despatch-cyclists, aeroplanes.

OF THE FRENCH ARMY'S NUMBER
Tanks, and other armoured cars, from the Somme front, said: "T as Middlesex. In some places, for

y Artillery: A Big

Gun Whirled to the front by Motor-Tractor.



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OF THE FRENCH ARMY'S NUMEROUS HEAVY GUNS ON ITS WAY TO THE FRONT.

Tanks, and other armoured cars. With heavy guns, the French Army is well provided. A "Times" correspondent, writing from the Somme front, said: "The roar of the explosions was going on incessantly over an area about as large, at a guess, as Middlesex. In some places, for hundreds of yards, the guns were almost touching each other"—[Photo, by C.N.]

FOOTNOTES TO ARMAGEDDON: XXIV.—OLE DICK.

"FOUR days!" said the bearer. He looked outside the dug-out, to note if the day was somewhere near that darkness which would enable them to get the wounded man back to the dressing-station. "Four days—wonder you wasn't done in?"

"I should 'a bin," said the man on the stretcher. "I felt in the beginning I 'adn't a dorg's chance."

"Beginning an' end too you should 'ave felt that, I should say," said the other bearer from the back of the dug-out. "'Ow you got through—well, it's a marvel to me!"

The wounded man shifted weakly on the stretcher.

"Oh, I don't know," he said. "I felt meself that it would be all right arter ole Dick 'ad come out to set me up."

"'Oo?" said both bearers with an explosive simultancy.

"You know," said the wounded man peevishly.

"You know, Dick—'im wot was one o' the Company Bearers, same as you."

The two bearers remained furtively silent; then the man at the back of the dug-out said slowly, as though determined not to commit the British Empire to a definite statement—

"Oh, so ole Dick, 'e come out to you—just about when was that?"

The wounded man thought.

"A little time arter it was all over. Perhaps a 'our or two—no, I can't really well remember the time. Not the exact time. I remember I felt that the day for putting me under the daisies 'ad come this time all right—all right; but not arter Dick came. When I got me clout on the leg, I found the nearest shell-hole and rolled into it. I remember thinking then that there was a good time comin' pretty soon. I was comfy there, you see, and I guessed that direckly we 'ad got that

'Un trench, and consolidated, you chaps would come out and pick me up—p'raps ole Dick would come out and pick me up—an' give me a ride to Blighty. Oh, I felt comfy. A little pain, but that was all in the bizness.

"When I saw our chaps coming back—I saw them running low, parst the shell-hole—I began to feel bad. I guessed the rush 'adn't clicked. Then th' 'Un shrap. came over, an' I 'eard their machine-guns goin' like billy-o,

an' I knew that things 'ad gone wrong. I knew the attack 'ad been beaten off, I knew there wouldn't be no bearers follering up—I knew I was marked down for going West. . . .

"Nasty feelin' that. So bloomin' lonely. Makes yer feel the 'urt more, too. Makes yer mouth dry, too. Makes yer feel bad all through. I just lay there feeling bad, and feeling me leg 'urt like 'ell, and arskin' 'eaven to send me a

[Continued overleaf.]



ON THE WESTERN FRONT—DESTROYED BY A FRENCH SHELL AND LEFT DERELICT ON A BOMBARDED RAILWAY LINE: THE SHATTERED AND BLOWN-UP REMAINS OF A GERMAN AMMUNITION-TRAIN VAN.

Photograph by C.N.Y.



WITH A TREE BLAZONED WITH UNION JACK AND RED CROSS BADGE: A WESTERN FRONT BATTLEFIELD ROAD FROM A BRITISH DRESSING-STATION. [Official Photograph.]



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A FRENCH WOMAN
The problem of the most suitable war-work where skirts would dangerous, has been solved difficulties might ensue from skirt Many women have adopted not only in munition-factories.

LE DICK.

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[Continued overleaf.]EASTERN FRONT BATTLEFIELD
PHOTOGRAPH

The Divided Skirt in a French Munition-factory.



A FRENCH WOMAN MUNITION-MAKER'S SENSIBLE COSTUME: A BECOMING DIVIDED SKIRT.

The problem of the most suitable attire for women engaged in war-work where skirts would be inconvenient, if not actually dangerous has been solved differently in different places. Serious accidents might ensue from skirts becoming entangled in machinery. Many women have adopted masculine dress, and wear trousers, not only in munition-factories, but for dock work, agriculture,

window-cleaning, and so on. At one shipyard in Scotland, where it was decided recently that the girls employed should all wear "breeks," a few objected. The majority, however, recognise the common-sense of the practice. Another plan is to wear divided skirts, and our photograph shows a becoming form of this costume, worn by a woman worker in a French factory.—[French Off. Photo.]

reservoir to drink dry. . . . It got worse an' worse an' worse. . . . And when it got night-time it wasn't no better.

"Worst o' arternoon stunts—night comes too dam quick.

"Well, I lies there feeling like 'ell. But some time arter dark I thinks I 'ear someone moving in the shell-ole. I calls out soft, an' ole Dick comes along and squats down beside me.

"Lummy, wasn't I glad to see 'im! 'E gave me a swig from his bottle, and 'e 'ad a look at me leg, an' 'e tole me not to worry, because I 'd get along all right, an' it was no more nor Blighty for me. I arsked 'im when I was to be fetched in, an' 'e told me 'ow the 'Un 'ad got the wind up properly just about now, an' 'ow they let off like blazes if any workin' party tried to poke a 'ead above our bags. 'E said the stretcher party couldn't come out yet, because they would just be mowed down by them 'Uns——"

"That's true, anyway," interrupted the man near the door.

"I didn't disbelieve," said the wounded man haughtily. "I knew ole Dick knew wot 'e was torkin' about. Any'ow, 'e took the worry off me mind. 'E tole me I was just to lay there an' wait, an' as soon as it could a party would come out an' bring me in.

"Well, arter that I didn't seem to mind. I felt better for the drink, you see, an' wot ole Dick 'ad done to me leg. I just lay there. I lay there all night. Just by morning ole Dick came along

night. I seemed to sleep an' wake up, and sleep again, and night come again, an' ole Dick come too. An' arter 'aving a look at me, an' givin' me a swig, 'e tole me the same thing—about your not being able to get to us. But I didn't mind waiting then—Dick 'ad put me up to it, it 'd be all right. 'E came again, next night. An' larst night 'e came along to tell me that it was all right



WINTER CONDITIONS IN THE TRENCHES AT SOME PLACES ON THE WESTERN FRONT: WADING NEARLY KNEE-DEEP ALONG ONE OF THE BRITISH COMMUNICATION-TRENCHES.—[Official Photograph.]

now, you was coming out, an' it was England, 'Ome, an' Blighty for me. Then, o' course, you came along a little arter. An' 'ere I am. If it 'adn't been for ole Dick, lummy, I'd 'a tried to kill myself."

The two bearers were silent. Then the one at the back of the dug-out got up and walked towards the door. He said casually—

"Good ole Dick! I suppose 'e was the same like as ever—not a bit excited like?"

"I didn't notice anythin'," said the wounded man indifferently.

The bearer took the other outside the dug-out. They said that they were going to see if there was any chance of a move. Ten yards along the trench they stopped and stared at each other.

"E don't seem mad," said the first of the bearers.

"E ain't mad," said the other. "You can see that. 'E thinks every word o' wot 'e says is Gorspel."

"But—lummy—I saw ole Dick pipped meself. Right beside me, 'e was, when the shell smashed 'im up. An' 'e never 'ad a chance to get on to the bags, let alone over 'em."

"I know," said the other. Both stared at the ground.

"D'yer think we ort to tell 'im?"

"I think we ortn't"—the bearer hesitated—"I think we ortn't. I don't some'ow think ole Dick would like it."

W. DOUGLAS NEWTON.



ON THE ALERT IN THE TRENCHES WHILE WATCHING ACROSS "NO MAN'S LAND": A BRITISH SENTRY KEEPING AN EYE ON CERTAIN SUSPICIOUS SIGNS JUST BEYOND THE BRITISH BARBED-WIRE ENTANGLEMENT IN FRONT.—[Official Photograph.]

again, an' said you chaps couldn't get out, but you would at the first chance. 'E gave me a tablet, an' o' course I went to sleep."

"Great one on morphia, ole Dick," said one of the bearers. "Did 'e come to you again?"

"O' course, that night—I suppose it was that



Ch



FINE POLICE RECRUITS:

There is no lack of recruits at the type in physique and all other of those most recently enrolled, Police. They have hitherto been requirements of the Police Force, military arrangements, being released

sleep an' wake up, and sleep me again, an' ole Dick come a look at me, an' givin' me the same thing—about your not us. But I didn't mind waitin' put me up to it, it'd be all gain, next night. An' larst to tell me that it was all right



TRENCHES AT SOME PLACES ON NEARLY KNEE-DEEP ALONG ONE N-TRENCHES.—[Official Photograph.]

ng out, an' it was England, or me. Then, o' course, you arter. An' 'ere I am. If it Dick, lummy, I'd 'a tried to myself."

The two bearers were silent, the one at the back of the dug-out up and walked towards the

He said casually—
Good ole Dick! I suppose 'e the same like as ever—not a excited like?"

I didn't notice anythin'," said bounded man indifferently. The bearer took the other out of the dug-out. They said that were going to see if there was chance of a move. Ten yards from the trench they stopped and looked at each other.

"E don't seem mad," said the of the bearers.

E ain't mad," said the other. can see that. 'E thinks every o' wot 'e says is Gorspel."

But—lummy—I saw ole Dick and mesclf. Right beside me, 'e when the shell smashed 'im up. He never 'ad a chance to get on the bags, let alone over 'em."

the other.
the ground.

he ort to tell 'im?"
n't"—the bearer hesitated—

I don't some'ow think ole

W. DOUGLAS NEWTON.

The Latest Call-Up of Men for the front.



FINE POLICE RECRUITS: STARTING AS LONDON SCOTS; GREETING A FORMER COMRADE; A 7-FOOTER.

There is no lack of recruits at the present time, men of the best type in physique and all other military qualities. Among them, of those most recently enrolled, are members of the Metropolitan Police. They have hitherto been officially held back owing to the requirements of the Police Force, but are now, in accordance with military arrangements, being released in order to join the Colours.

The majority are men of six feet and upwards in height. A considerable number have entered for the universally popular London Scottish. Members of a draft are shown here leaving London for their training camp. In the third illustration is seen a Westminster constable, seven feet tall, and well known to Members of Parliament.—[Photos, by Alfieri.]



At Verdun—in the Vicinity of fort Douaumont.



SHELL-HOLE PITS AND PONDS: TWO VIEWS OF THE BOMBARDED APPROACHES TO FORT DOUAUMONT.

These two illustrations suggest in a remarkably realistic fashion the terrific nature of the bombardment to which the French positions at Verdun were subjected—in particular in the region of Fort Douaumont, where the photographs were taken. In that region, indeed, both sides bombarded the vicinity of the fort in turn—the Germans for weeks before they captured Douaumont

last June; the French, as the preliminary to their great assault and recapture of the all-important key-position last October. They kept up an incessant hail of shells on the surrounding terrain and German defence works for some days. Incidentally, it may be observed that the lower illustration might well serve for a high-relief map of part of Switzerland.—[French Official Photographs.]

SHELL-EFFECTS AT THE
Soissons, like Rheims and Arras
It still is being fired at from lo
“Hill’s-eye” so to speak, aims
shot or over fall on the town
the Lycée, one of the class-roo
which forms the subject of these



Arras



Jan. 24, 1917

Jan. 24, 1917

THE ILLUSTRATED WAR NEWS.

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Douaumont.



PROACHES TO FORT DOUAUMONT.
As the preliminary to their great assault on the all-important key-position last October, they have laid shells on the surrounding terrain and for some days. Incidentally, it may be mentioned that the illustration might well serve for a higher Switzerland.—[French Official Photographs.]

Arras Still Under Long-Range Bombardment.



SHELL-EFFECTS AT THE HIGH SCHOOL, THE LYCÉE: TWO VIEWS IN THE CHEMISTRY CLASS-ROOM.
Soissons, like Rheims and Arras, has been repeatedly bombarded. It still is being fired at from long range, the Cathedral being the "bull's-eye," so to speak, aimed at, with the result that shells shoot or over fall on the town and its public buildings, including the Lycée, one of the class-rooms in the damaged buildings of which forms the subject of these illustrations. In the upper illus-

tration of the chemistry class-room, it will be noticed that while the inner boarding of the walls in one part of the room has been smashed away and the masonry laid bare, at one side right, a glass-fronted cupboard and its contents have, it appears, escaped entirely. Such are the curious inconsistencies of the fortune of war.—[French Official Photographs.]

With the French Armies on the Western front.



WINTER EQUIPMENT: FIELD-ARTILLERY SUPPLY-DEPOT;—MACHINE-GUN SECTION MULE AND TEAM.

The upper illustration affords a satisfactory sight for friends of the Allies. It gives evidence of how completely supplied and organised as to artillery munitions the French Army is. The dépôt seen is one of many established in rear of the fighting lines to maintain a constant forwarding of shot and shell to the batteries in action. Gun-limiters and wagons from these are also shown, just arrived

from their units to fill up and return to the battle-ground. The orderly and workmanlike style in which the munitions are arranged beside the road used by the transport tells its own tale. The lower illustration shows one of the mules of a machine-gun section carrying the gun with its mounting, with the soldier in charge beside it.—[Photos, by C.N.]

WAR MECHANICS

Observation-balloons, or "safoiu's expressive name for the one spot. To shift them about equipped type of motor-wagon, illustration. In the centre of driven reel-drum, on which the

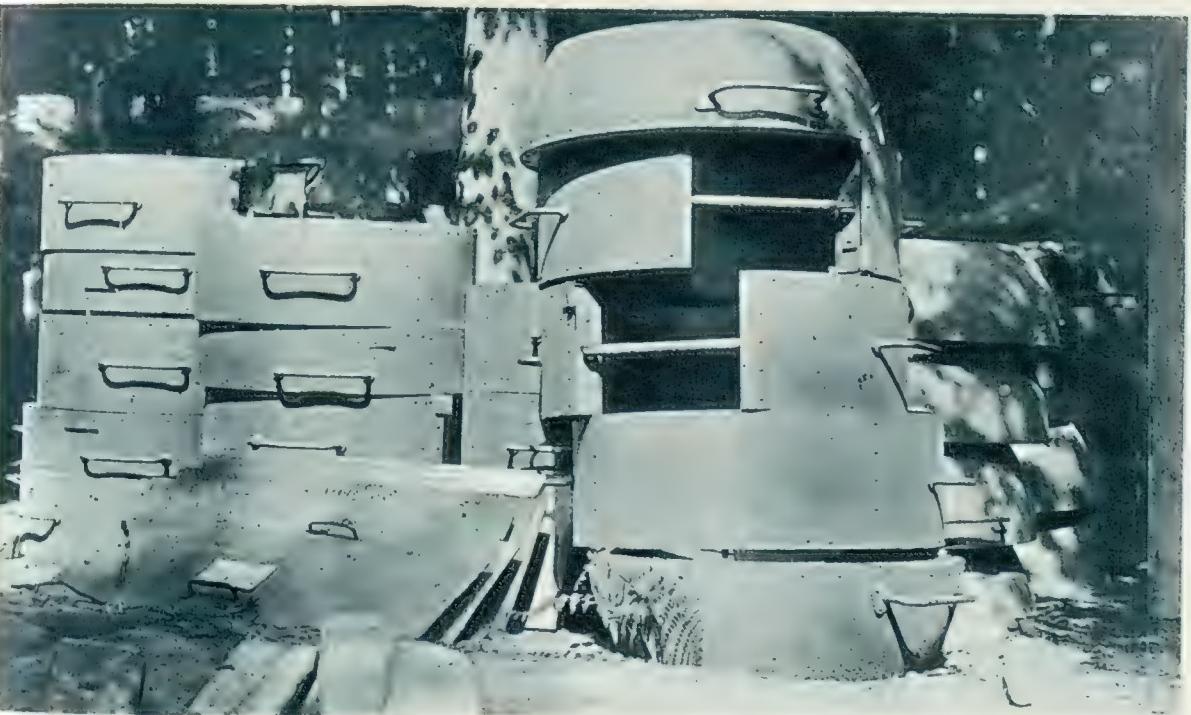
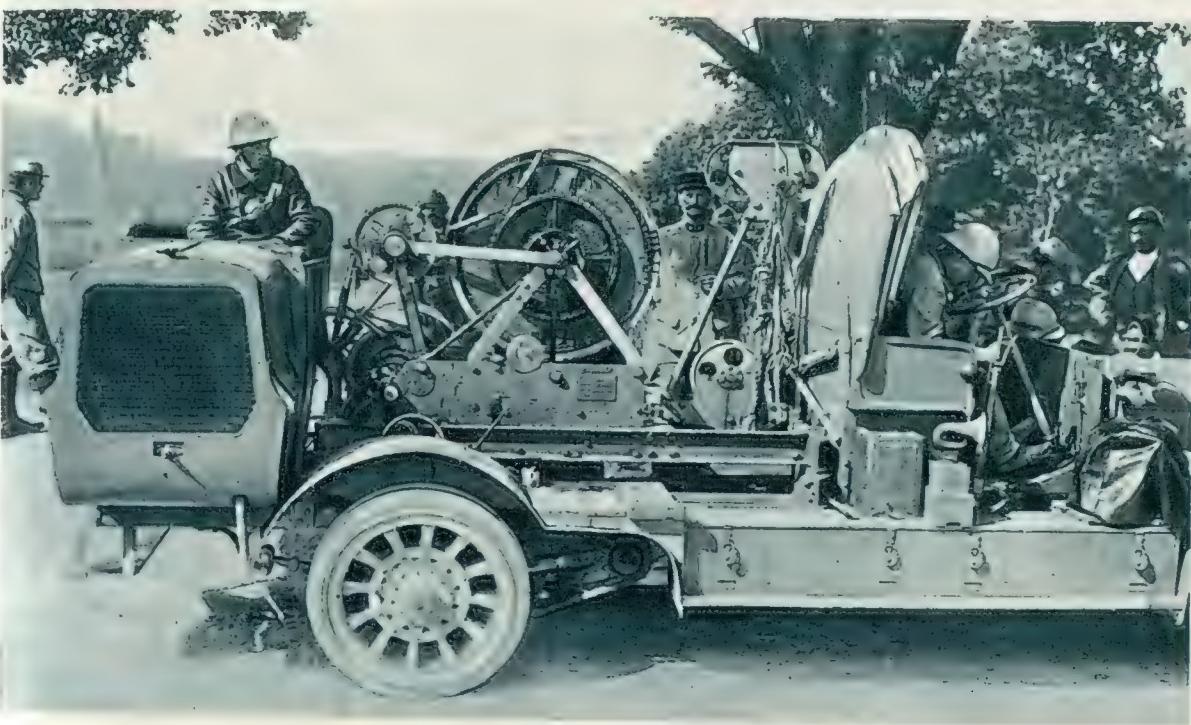


tern front.



IN SECTION MULE AND TEAM.
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style in which the munitions are arranged
by the transport tells its own tale. The
one of the mules of a machine-gun section
with its mounting, with the soldier in charge
C.N.]

On the French front in the West.



WAR MECHANICS: A "SAUSAGE" BALLOON'S MOTOR-WAGON;—FRENCH TURRET SEGMENTS.

Observation-balloons, or "sausages," according to the French *poulis*' expressive name for them, seldom remain very long above one spot. To shift them about, the French employ a specially equipped type of motor-wagon, one of which is shown in the upper illustration. In the centre of the vehicle appears the big engine-driven reel-drum, on which the "sausages" are towed, or anchoring.

cable is coiled. Its machinery pays out or reels in cable as required, either while the car is moving or stationary. The lower illustration shows a reserve store of portable circular segments of a French trench-turret at a field dépôt. The turrets are built of steel armour, for setting-up at sharp bends in the lines, or points of vantage, with quick-firing or machine-guns inside.—(Photos, by C.N.)

WOMEN AND THE WAR.

THE Prime Minister's complimentary remarks in his "Victory Loan" speech at the Guildhall about women's share in the war, and the fact that the recent Honours Lists included the names of not a few women, are reminders of the great and growing part being played by the sex in the greatest war the world has known.

Even more striking, perhaps, than the work accomplished by the women is the sympathetic comradeship that exists between themselves and the men with whom, under the pressure of war necessity, they often work shoulder to shoulder on equal or almost equal terms. So far from displaying antagonism, the men have, on the whole, shown themselves perfectly friendly towards the war-working women, who, on their side, are not backward in appreciating the kindly assistance which their masculine fellow-workers never hesitate to offer when occasion for it arises. The war has dispelled many illusions — amongst them the bad old theory that men and women could never work amicably together.

If at the time, now nearly two years ago, when women were "agitating" to be allowed to help their country in her hour of need, anyone had ventured to prophesy that women in official khaki would be drawing Government pay for doing Government work under conditions of military discipline, he would have been considered a fit candidate for the nearest lunatic asylum.

Women, of course, had their ambitions, but for the moment were more anxious to get the "right to help" principle established than to stipulate exactly the forms that help should take. But all that was long ago. We hear nothing these days of the old parrot cry that such-and-such work is "unsuited" to women. More than that, the War Office has been pleased to recognise women as a branch — a subordinate branch, it is true, but still a branch — of the King's Army.

Some of the activities of the Women's Legion have already been described in these columns, and it is to the efforts of this organisation, of which the Marchioness of Londonderry is the head, that women owe their inclusion as motor-drivers in the ranks of the Army Service Corps and the Royal Flying Corps. There is a small waiting-room at Adastral House (once De

Keyser's Hotel) in which, if you look in at almost any hour of the day, you will see sitting a trim figure in khaki, with a military overcoat lying beside her — a real military overcoat, not a bad imitation of one — waiting the signal that tells her that her services are required to take some ornament of the R.F.C. to Hendon or elsewhere, in "BC 67," the Government car entrusted to her care. For the trim figure is no other than one of the official chauffeuses now employed by His Majesty's War Department to drive flying-men where business or duty calls.



A DAUGHTER OF THE KING'S TRAINER MANAGES HER HUSBAND'S STABLES: MRS. S. H. DARLING. The well-known Newmarket trainer, Mr. S. H. Darling, having been granted a commission in the 16th Hussars, has left his stables in the care of his wife, who is a daughter of Mr. Richard Marsh, the King's trainer, and herself regularly exercises the horses.—[Photograph by Sport and General.]



THE KING'S TRAINER'S DAUGHTER: MRS. S. H. DARLING AND HER HEAD LAD IN THE STABLE-YARD.

Mrs. Darling well understands the management of horses and herself takes them out for walking or cantering exercise. Mr. S. H. Darling is the son of the veteran trainer, Mr. Sam Darling, of Beckhampton. All the lads in Mrs. Darling's yard are under military age.

Photograph by Sport and General.



An Hi



AN OBJECT-LESSON IN

The Grosvenor Gallery has seen many "valley" days, but none of more Counters of Drogheda, illustrating of aircraft. Lady Drogheda has forms a valuable object-lesson, including amongst which Lady Dre

[Continued overleaf.]

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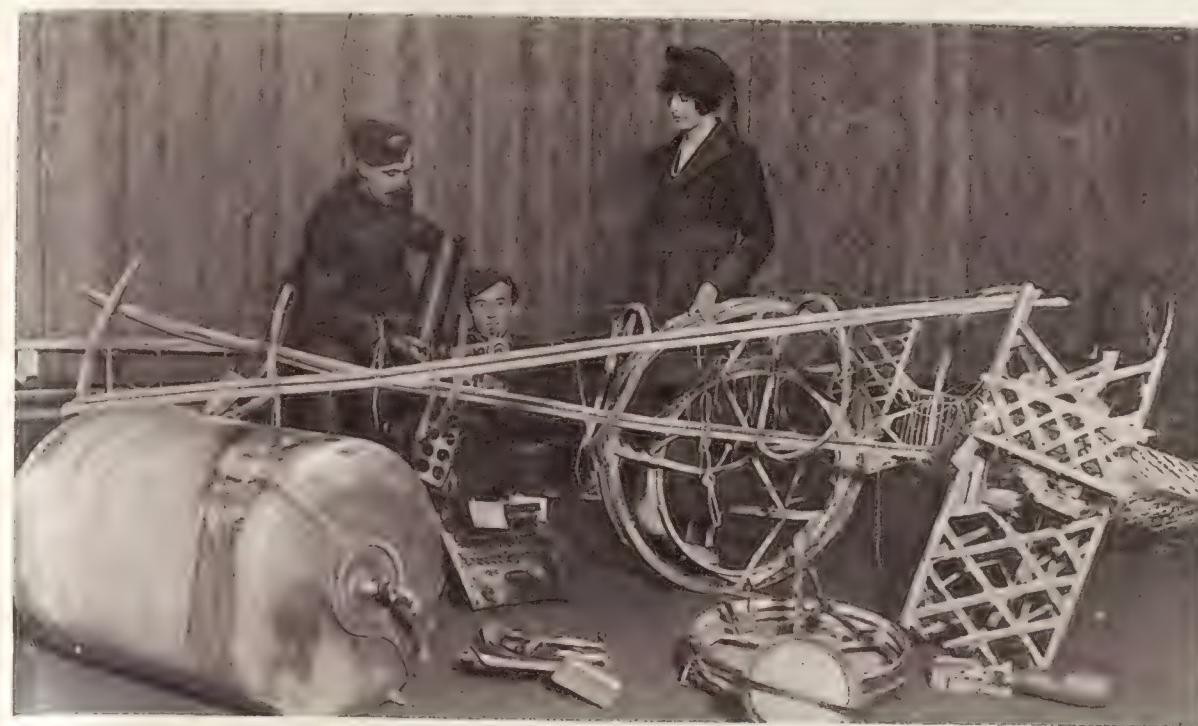
Jan. 24, 1917

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Part 33
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An Aircraft Exhibition at the Grosvenor Gallery.



AN OBJECT-LESSON IN AERONAUTICS: THE COUNTESS OF DROGHEDA AMONGST THE EXHIBITS.

The Grosvenor Gallery has seen many exhibitions since its "greenery-yallery" days, but none of more interest than that organised by the Countess of Drogheda, illustrating the rise and progress of the science of aircraft. Lady Drogheda has made it very comprehensive, and it forms a valuable object-lesson, including relics of a wrecked Zeppelin, standing amongst which Lady Drogheda, is seen in our first photo-

graph. The second shows the Countess arranging a model aeroplane. There are also Zeppelin relics lent by the Royal Flying Corps and the Royal Naval Air Service, and official photographs by the Admiralty and the War Office. The proceeds will be devoted to the Flying Services and the Irish Hospitals' Supply Depôts, working under the Red Cross Society.—[Photographs by L.N.A.]

(Continued overleaf.)

Don't run away with the notion that because she happens to be a woman the Army chauffeuse has a "soft" job, and spends her time driving a car for pleasure, enjoying a flirtation with the inmate in the intervals. Her day begins at eight o'clock—on inspection days the hour is half-past



THE WOMAN WORKER IN FRANCE: A DRIVER OF AN ELECTRIC CAR IN A FACTORY.

Our photograph shows the driver of an electric car (in a shrapnel factory), by which the output is transported to the various departments.

French Official Photograph.

seven—and it closes at any time that the car comes back to the garage; and the interval dividing these two events may be anything from twelve to fourteen hours, with long waits in any kind of weather—and we all know what our climate can produce when it likes—in between, and hasty meals snatched when and where the opportunity offers. It is true that the arduous work of engine-cleaning does not fall to her lot. On the other hand, it is her task to see that everything in the way of a well-filled petrol-tank and a complete set of appliances is in readiness for the morning start, so that no unnecessary time may be lost during working hours.

There is another point. It is not an uncommon occurrence for the chauffeuse to be ordered to steer her car through the Cimmerian gloom that broods over London's streets at night, and taking a heavy car over slippery roads, to say nothing of negotiating tram-lines, needs not a little "nerve," especially when time is valuable and your cargo have speed-permits which they are more than willing to use.

It would, however, be a mistake to imagine that the officers are apt to "press" their drivers

unduly. On the contrary, the apostles of gloom who foresaw nervous collapse as the least of the evils likely to descend upon the military chauffeuse have been grievously disappointed. The officers are more than ready to help the women in every possible way, whether it be in the matter of finding a road or starting a refractory car; and, since both are working, there is none of that constraint that in ordinary circumstances a man might feel if he had to keep a woman waiting for an hour or more.

Still, as I said before, Army motor-driving is no joke, and no billet for the young woman on the look-out for a "lark." Hard work and plenty of it, long hours, monotonous "waits," and a half-holiday once a fortnight, are what those who aspire to the job have to expect. That they do it, and do it well, on a salary of 35s. a week is something that entitles them to the respect of every man and woman.

The A.S.C., like the R.F.C., employs women chauffeuses, who act as superintendents, head drivers and squad leaders, mechanic drivers and probation drivers; and the chauffeuse driving a car belonging to the Ministry of Munitions or a motor-ambulance wagon is by this time far too common an occurrence to arouse comment. The



THE WOMAN WORKER IN FRANCE: A TYPICAL "MUNITIONETTE."

French Official Photograph.

old idea that men must work and women must weep has been displaced by the sterner one that women must work while men go to fight, and just how well the women are working is something which hardly needs to be emphasised.

CLAUDETTE CLEVE.



COIFFURE
69



A KLAXON HORN

Various mechanical devices a of approaching poison-gas, to the British trenches, for ex point. In a captured German Hamel, there was found the for the same purpose. He

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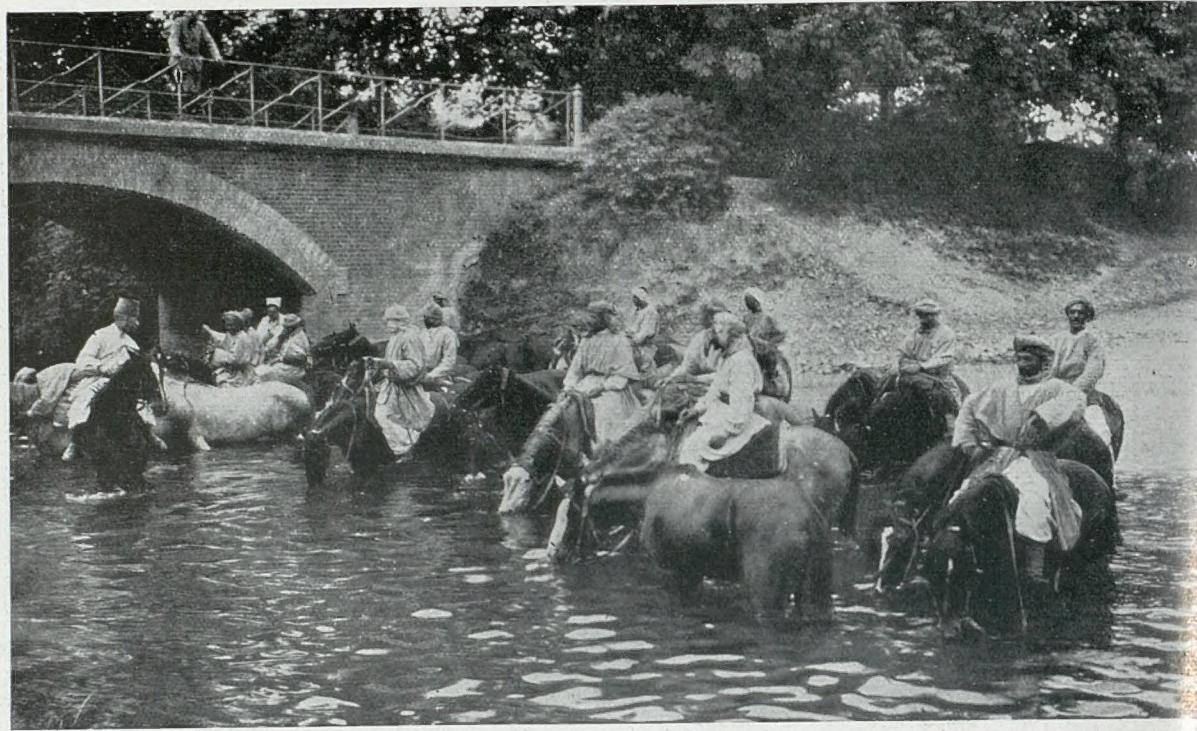
CLAUDETTE CLEVE.

The Motorist's "Hoot" as a Gas-Alarm.

A KLAXON HORN USED TO GIVE WARNING AGAINST GERMAN GAS-ATTACKS: IN A FRENCH TRENCH.

Various mechanical devices are used in the war to sound an alarm of approaching poison-gas, to enable troops to put on masks. In the British trenches, for example, a fog-horn is employed at one point. In a captured German underground shelter, near Beaumont Hamel, there was found the bell of a neighbouring church hung for the same purpose. Here we see, in a French trench, an object familiar to motorists—a Klaxon horn—likewise used as a gas-alarm. Sometimes gas arrives in the form of shells, as mentioned in a French communiqué of the 16th. "Under cover of aerial torpedo and asphyxiating shell-fire," it stated, "the enemy made an attempt in the region of the Somme to carry out a coup de main, which was easily frustrated."—[Photos. by C.N.]

The Romantic and the Pastoral Touch in War.



RECALLING THE SARACENS AND THE PATRIARCHS: SPAHIS IN FRANCE; POILU AS SHEPHERD.

The picturesque Algerian cavalrymen who are seen in the upper photograph on this page, watering their horses in a river "somewhere" in France, recall the type of warriors who fought for Saladin against Richard Coeur-de-Lion and his Crusaders, such as appear, for example, in illustrations to "The Talisman." The lower subject is reminiscent somehow of patriarchal times, though,

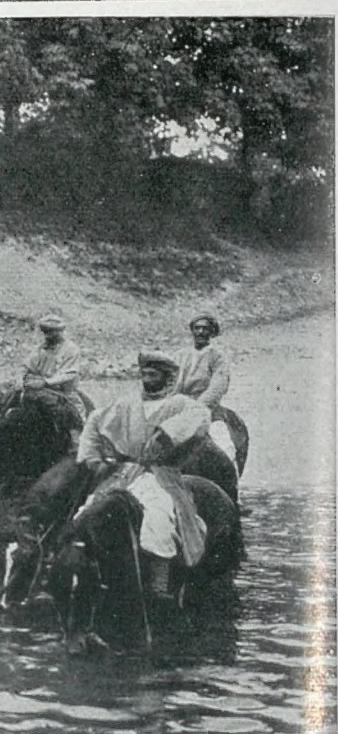
indeed, men have shepherded great flocks before and since Abraham's time. In connection with the first photograph it may be noted that the French forces in Algeria belong to the French National Army, and not the Colonial. The native troops include three regiments of Spahis, each consisting of five squadrons. The officers and some of the non-commissioned officers are French.—[Photos, by C.N.]

DINNER-TIME IN A C

Poilu in the trenches never had regularity of the French culinaria. The food-supply system to the front has been repeatedly remarked on. It has been said, indeed, at Verdun, the French cooks,



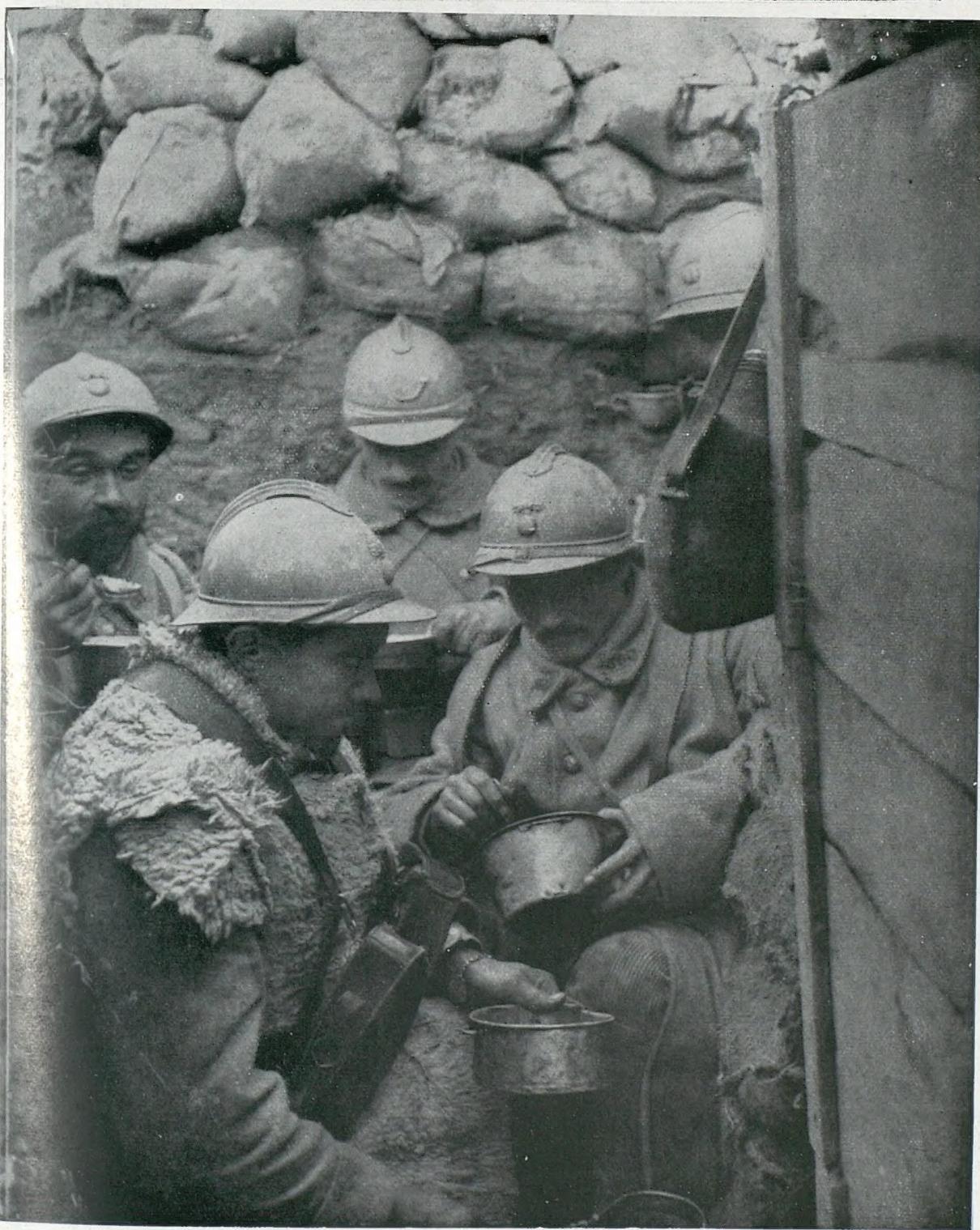
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POILU AS SHEPHERD.

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On the french front in the Argonne.

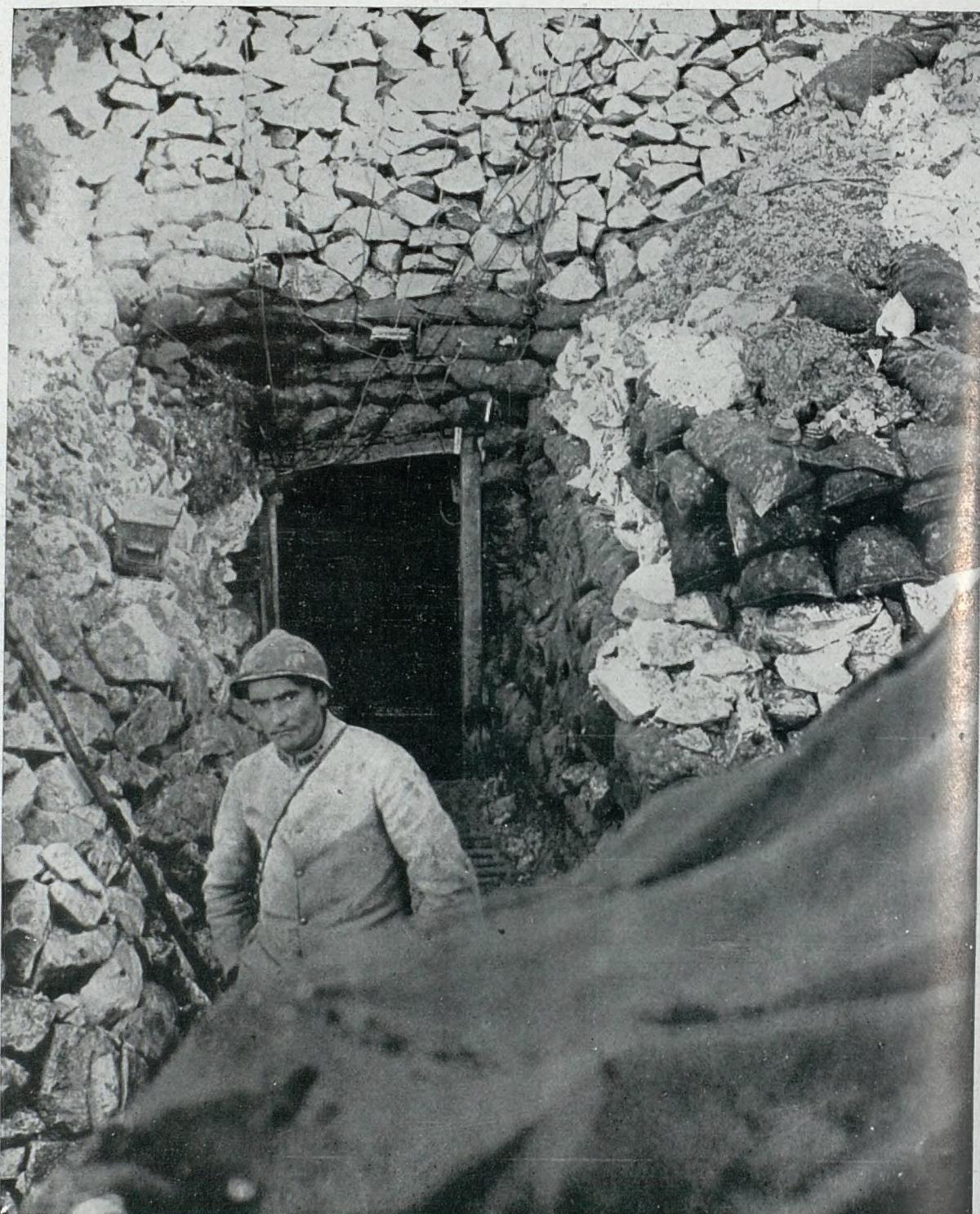


DINNER-TIME IN A CORNER OF A FIRE-TRENCH: FRENCH SOLDIERS HAVING THEIR MEAL IN QUIET.

Poilu in the trenches never has to wait for meals. The clockwork regularity of the French culinary arrangements at the front, and the food-supply system to the troops in the battlefield region, have been repeatedly remarked on as a wonder of French war organisation. It has been said, indeed, that during the German attacks at Verdun, the French cooks, by keeping the men in the trenches

supplied to time with hot meals, saved the situation. We have previously published illustrations of French cooks making their way to the trenches with steaming camp-kettles of soup. Here we see soldiers eating a meal on its arrival, out of their panniers-canteens in a corner of a trench. The Napoleonic *dictum* is evidently remembered and acted upon.—[French Official Photograph.]

The Telephone in War: An Exchange.



LIKE THE ENTRANCE TO ALADDIN'S CAVE: A FRENCH DUG-OUT TELEPHONE POST, WITH WIRES.

Without the telephone the conduct of modern warfare would be very different from what it is. Even the telegraph and wireless would hardly take its place, since they do not afford the same scope for amplifying information and exchanging remarks. It is largely the telephone that enables a Commander-in-Chief to control various operations at a distance, remaining himself outside the turmoil of

battle. By this means he can also remain in close personal touch with the Government authorities in the capital. Telephones are equally invaluable, of course, on the actual field of operations, for communications between observing posts and artillery batteries, or between one point and another of the front, or between front and base and along the line of communications.—[Photo, by C.N.]